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Conclusions.

1. The toxicity of thymol and of carvacrol on rabbits is essentially the same.
2. The toxicity of thymol and of carvacrol as tested on paramecia shows no striking difference.
3. Tests on earthworms indicate that the relative anthelmintic value of thymol and carvacrol is practically the same.

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RÉSUMÉ OF INSTRUCTIONS RELATING TO THE ENFORCEMENT OF THE UNITED STATES QUARANTINE REGULATIONS AT FOREIGN PORTS.

The following circular has recently been issued by Asst. Surg. Gen. Rupert Blue, in supervisory charge of medical inspection at European ports, stationed at Paris:

In order to secure uniformity of procedure at ports of embarkation, the following résumé of instructions is hereby issued for the information and guidance of all concerned:

I. *Vaccination:*

(a) Steerage passengers, whatever their origin, shall be vaccinated prior to embarkation unless they show satisfactory evidence of having acquired immunity to smallpox by previous attack or a successful vaccination within one year.

Medical certificates of vaccination shall not be accepted as evidence of a person's immunity to smallpox. Actual examination of every individual for marks and signs of a successful vaccination shall be required.

(b) Each steerage passenger shall receive a card, as required by paragraph 109 of the United States Quarantine Regulations. This card, stamped by the Medical or Consular Officer, shall be issued to every member of a family as well as to the head thereof.

(c) Members of the crew shipped in ports where smallpox prevails shall be vaccinated as in the case of steerage passengers.

(d) When it appears that second-class passengers who would ordinarily be third class (steerage) are traveling second class either to avoid quarantine regulations or because transportation has been provided for them, they should be vaccinated unless rendered immune by a previous attack of smallpox or a successful vaccination within one year.

II. *Inspection—Delousing—Detention:*

(a) All steerage and second-class passengers originating in countries east and south of Germany, Switzerland, and Italy, or coming from Asiatic or African Mediterranean, or Black Sea ports, shall be deloused and placed under observation in clean quarters for a period of not less than 12 days prior to embarkation.

All steerage and second-class passengers who have been in such contact, prior to delousing and disinfection, with the classes of passengers subject to 12 days' detention as to render them liable to have become infested, shall also be detained 12 days under observation.

During the period of detention, passengers shall be kept in separate quarters and subjected to a daily medical inspection. While "observation" does not mean the absolute isolation of the passengers, it is intended to safeguard them against the possibility of reinfestation. Care should be taken that all passengers who are subject to detention, presenting themselves for the final examination on the day of embarkation, have actually been detained 12 days subsequent to delousing.

(b) Steerage passengers originating in Continental Europe, west of the easterly boundaries of Germany, Switzerland, and Italy, shall be deloused and their effects disinfected.

Second-class passengers from the same territory, and steerage and second-class passengers from Great Britain, Denmark, Norway, and Sweden, shall be inspected, and if found to have lice or eggs on their persons or clothing, shall be deloused and their effects disinfected.

(c) The United States Public Health Officer shall examine each individual of the steerage and second-class passengers separately on the day of embarkation; he may be assisted in this examination by one or more experienced male or female assistants.

(d) He shall inspect the quarters occupied by the steerage and second-class passengers aboard the vessel for the purpose of ascertaining that the bedding and quarters are free from lice or the eggs of the same, or that measures adequate for the destruction of said lice and eggs have been adopted and performed.

In so far as is practicable, such an inspection shall be made of quarters and bedding in the hotels accommodating clean passengers awaiting embarkation.

III. *Disinfection:*

(a) The baggage, both hand and hold baggage, of passengers mentioned in Article II (a) shall be disinfected by steam under pressure and appropriately labeled; the baggage of continental steerage passengers shall be disinfected in similar manner;

the baggage of other steerage and second-class passengers who are found, on inspection, to be infested with vermin, shall also be disinfected.

(b) It should be pointed out to the steamship companies concerned that the disinfection by steam, under pressure, of bedding, blankets, and clothing from typhus and smallpox infected countries is as important an obligation as the delousing of the passengers and their body clothing.

In no instance should this class of baggage of second and third class passengers escape disinfection.

If the facilities at a port are inadequate for the purpose, the companies should take the proper steps to prohibit the bringing of such baggage; they can well do so on the ground that it is a serious menace to the health of the passengers and to the public health of the United States.

All personal effects (baggage) that have been disinfected should be labeled to show where and when the work was done.

IV. *Bills of health:*

Whenever detention or delousing has not been performed to the satisfaction of the Medical Officer, or when passengers whom the Officer has recommended for rejection are embarked, the Medical Officer shall not countersign the bill of health, but should a bill of health be issued by the Consul he shall note the facts, as well as the reason for his action, upon the margin thereof. The Quarantine Officer at the port of destination will thus know that the omission of the Officer's signature is intentional and not accidental.

V. *Certification of transit passengers:*

(a) Steerage and second-class passengers departing for the United States via British, Danish, Norwegian, and Swedish ports may be deloused, detained, and have their effects disinfected at any of the following ports—namely, Danzig, Hamburg, Bremen, Rotterdam, and Antwerp—provided that adequate measures are adopted by the companies concerned to prevent contact between them and verminous emigrants while transferring to the ports of embarkation. Individual delousing and detention certificates should be issued to such passengers for the information and guidance of the sanitary officers in the ports and places through which they will pass.

(b) Steerage and second-class passengers ultimately destined for the United States via Canada shall be subjected to exactly the same measures as are required of persons sailing directly for ports of the United States.

VI. *Periodic deratization of freighters:*

Upon the request of owners or agents, Medical Officers shall supervise the fumigation of vessels (when empty) from plague-infected ports, for the destruction of rodents and other vermin, in accordance with the standards prescribed by the United States Quarantine Regulations. A fumigation certificate shall be issued in each case. (See Public Health Reports for plague-infected ports.) This matter should be taken up with the shipping agents with a view to systematic deratization of vessels bound for American ports at least twice a year.

VII. *Station files:*

Medical Officers are required to keep a complete file at the Consulates of official communications received and official communications sent, so that incoming officers may, by consulting the same, readily acquaint themselves with the scope and character of the operations carried on at the station.

VIII. *Reports:*

The weekly and monthly report shall be addressed and forwarded directly to the Surgeon General; it shall have at the lower left corner the following: "Copy to the Medical Officer in Charge, Paris," and said copy shall be forwarded to No. 10 Rue de l'Elysee, Paris, France.

Matters relating to station management or the interpretation and conduct of Service operations shall be forwarded to this office.

Respectfully,

RUPERT BLUE,
*Assistant Surgeon General,
In Supervisory Charge of Medical Inspection at European Ports.*

COURT COMPELS BOARD OF HEALTH TO ABATE NUISANCE.

In two recent cases ¹ decided by the Supreme Court of Nebraska, the court holds that, where a nuisance actually exists and the local board of health has failed, neglected, and refused to abate it, although it is its duty under the law to abate it, the board may be compelled by mandamus to take action and perform its duty.

TYPHOID FEVER IN CLEVELAND, OHIO, FOR THE YEARS 1918, 1919, AND 1920—ERRATUM.

In the article, "Typhoid Fever in Cleveland, Ohio, for the Years 1918, 1919, and 1920," published in Public Health Reports for May 20, 1921, the lower curve in Chart 6, page 1115, should be titled "Chlorine dosage" instead of "Mean of fermentations in treated water," and the curve titled "Chlorine dosage" should have the designation, "Mean of fermentations in treated water." These titles were inadvertently interchanged when they were redrawn from the originals which Dr. Perkins submitted with his paper.

DEATHS DURING WEEK ENDED MAY 28, 1921.

Summary of information received by telegraph from industrial insurance companies for week ended May 28, 1921, and corresponding week, 1920. (From the "Weekly Health Index," May 31, 1921, issued by the Bureau of the Census, Department of Commerce.)

	Week ended May 28, 1921.	Corresponding week, 1920.
Policies in force.....	46, 990, 382	43, 875, 553
Number of death claims.....	7, 671	8, 372
Death claims per 1,000 policies in force.....	8. 5	9. 9

¹ State ex rel. Glatfelter et al. v. Hart et al., Board of health, 182 N. W. 567; State ex rel. Glatfelter et al. v. Clark et al., County Board of Health, 182 N. W. 569.